

MOTOR CAMPING HAS BIG BOOM

In Many Sections Remarkable
Accommodations for Tour-
ists Are Now Available.

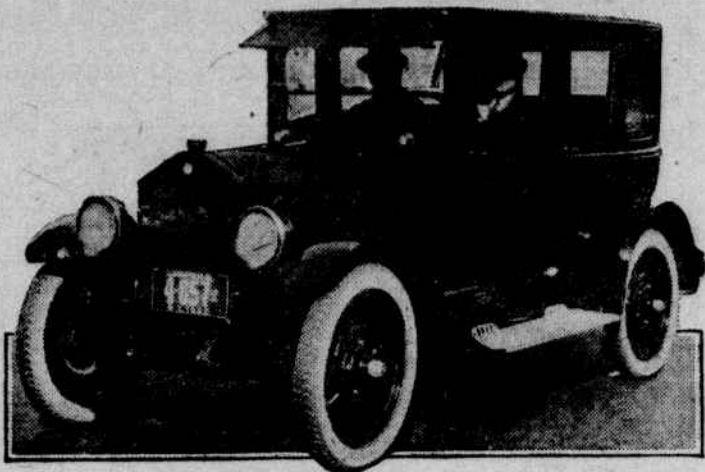
"The time is not far distant when every city in the country will have a municipal motor camp."

"The fact that 300 cities now have municipal motor camp sites constitutes one of the greatest tributes to the automobile as a factor in helping American citizens to see their country first."

Thus C. J. Nephler, general sales manager of the Oakland Motor Car Company, sums up the benefit of the automobile as a means of transcontinental travel as well as the shorter summer trip, which have grown in vogue tremendously in the United States.

"The 300 cities having municipal motor camp sites are performing a service for transcontinental motorists and for those taking shorter automobile

New Dort Harvard Sedan



more camped in the State and national reservations.

"Just in proportion as these camp sites increase just in that proportion will cross-country touring and in general long automobile touring increase. It is not only profitable for the communities to foster these camping sites but it is profitable for the country as a whole to have our citizens see our own country."

"Another great advantage of the automobile tour is the fact that persons making such a journey will visit the little byways, the little out of the way spots and thereby gain a better knowledge of the country than visiting the large centers only when traveling by other means of transportation. And the health feature of being outdoors in an automobile is not the least of the benefits."

"That this form of traveling has gained tremendously may be gleaned from the fact that nearly 7,000,000,000 passengers were carried in motor cars in 1921 as compared to a little better than 1,000,000,000 carried on steam railroads."

Ironing Out Fender Dents.

The greatest care must be taken in straightening out dents in the fenders. If the parts are not to assume a battered appearance. The only satisfactory method is to remove the fender and get it on the bench. Beneath it should be placed a block of wood cut to fit snugly the curve of the fender, then the dents

trips that was hardly thought of ten years ago. In addition to these 300 cities dozens more are planning camps for the 1923 season.

"Hundreds of additional camp sites

are supplied on national and State forest reserves and on privately owned grounds. Official figures show that 338,000 campers used these municipal sites in 1921, whereas hundreds of thousands

Up in the Air.

A ONE ACT PLAY.

THE PLOT—It was the plan of the Automobile Merchants Association to send nine of its members and some newspaper men to Albany by hydro-airplane to invite Gov. Miller to the Closed Car Show.

THE ACTION—The plane made the trip to Albany and return, but with only two of the automobile dealers and no newspaper men.

THE HEROES—Glenn A. Tisdale, president of the Franklin Motor Car Company of New York, and Harry Gaston, president of the Lexington Motor Car Company of New York.

A NEAR HERO—Lee J. Eastman, president of the Packard Motor Car Company of New York, who said to Tisdale upon the latter's return: "Now that you are back safely, I wish I had gone, too."

THE VILLAIN—"Doc" Crane, who said he had the obituary written and nothing happened.

THE CHORUS—Newspaper men, who said they would have gone if they had not been so busy getting material together to give the Closed Car Show a great send off.

THE PRESS AGENT—"Eddie" Eckhart, who says things went smoother on the trip than he had expected.

COAST TO COAST IN WILLYS-KNIGHT

"While transcontinental trips are no longer a novelty, they will remain a worthy test of the performance of any motor car," says W. Walter Moore of Los Angeles, Cal., who leaves New York this week on his return to the Pacific Coast. It was almost an accident that started him East in Mrs. Moore's Willys-Knight coupe instead of his own touring car of a different and more expensive make. And he has not yet stopped talking of the remarkable performance of the famous Willys-Knight coupe on this overland journey.

Moore is a motorist enthusiast with years of experience. He has owned and driven ninety-two different cars which have included nearly every make. Moore and a friend had planned their transcontinental trip in his big touring car, but it was not available when the day scheduled for the start came and rather than delay the trip Moore decided at the last moment to use his wife's coupe. The actual running time between Los Angeles and Chicago, the first leg of the trip, was eight and one-half days of daylight travel. From there on to

New York several side trips were made. All in all the speedometer showed a trip of 4,630 miles on a gasoline consumption of 241 gallons and a consumption of 3.5 miles a gallon of gas and 82 miles a gallon of oil.

His experience with tires was also a convincing testimonial of the balance of the Willys-Knight and ease on tires.

STUDEBAKER.

The latest developments in the art of the coach are visible in the Studebaker exhibit. Although a casual glance reveals the beauty of line and finish of these Studebaker cars, it requires a more thorough inspection and comparison to appreciate fully the standards of quality and skill maintained in the body construction of the various models. The Studebaker line of closed cars is noted, too, for its unusual completeness, with six body models mounted upon the big-six, special-six and light-six chassis.

Big six models include the four passenger coupe and the seven-passenger sedan (special) which is making its first appearance at the show. Equipment on all big-six closed models includes exhaust heater, blind proof transmission lock, ventilator in door, massive headlights and artistic side coach lamps; courtesy light; corner reading lights with a dome light; in addition, in the sedan, automatic window regulators, silk roller cur-

tains; three piece rain vision windshield with rain wiper and automatic windshield cleaner; jeweled eight-day clock; door locks and door pockets.

The coupe has a parcel compartment behind the driver's seat, with space under the rear deck for luggage of large size. The seat for the fourth passenger is in reality a comfortable chair, with padded arms, seat and back. The two auxiliary seats in the sedan are also noted for their comfort. Upholstery is of mohair velvet plush, with top lining and floor carpets to match. The chassis is of 120 inch wheelbase and powered with the 40 horse power detachable head Studebaker built motor.

Special six closed cars include the five passenger sedan and the four passenger coupe, both with 50 horse power detachable head Studebaker built motor and 119 inch wheelbase.

Light six closed cars include the five passenger sedan and the two passenger coupe roadster. Both are equipped with eight day clock; theft proof transmission lock; cowling ventilator; side coach lamps; door locks; rain vision windshield wiper and other striking features. The sedan is upholstered in mohair velvet plush matching in color and design the floor carpets and top lining. The four doors swing wide open. There are inside locks on three doors, with an outside lock on the right hand front door. Silk roller curtains are provided.

The coupe roadster is upholstered in genuine leather. It has ample room under the rear deck for luggage. Both sedan and coupe roadster bodies are mounted upon the light six chassis with 112 inch wheelbase and 40 horse power detachable head motor of exclusive Studebaker design.



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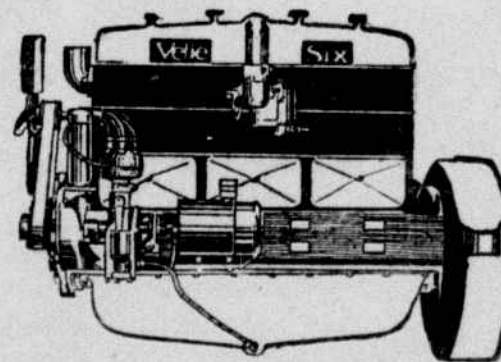
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"Rolls Royce, Mercedes, Benz and Hall-Scott engines feed oil under pressure directly to piston pins. These are for the terrific ordeal of aircraft and are the most expensive engines in the world."

"Passenger car engines having direct lubrication to piston pins are: Marmon, Fiat and Duesenberg Straight Eight. All in much higher-priced cars than Velie."

"Engines having valve action comparable to Velie—entirely enclosed and directly lubricated under pressure from oil pump: Hispano-Suiza, Curtiss, Mercedes, Liberty Aircraft, Rolls Royce and Hall-Scott. All for aircraft use, very costly, built to withstand the most severe service."

"Passenger car engines having enclosed valve action comparable to Velie—pressure lubrication and enclosed—are Duesenberg Straight Eight, Wills St. Claire, National, Marmon, Premier and Weidely Six."

"The only passenger car engines feeding oil directly to piston pins, and having similar enclosed valve action, pressure-lubricated, are Marmon and Duesenberg Straight Eight. Very much higher-priced cars than Velie. In other words the Velie-Built Motor has no equal for anywhere near its price."

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